



# *The Vintage Glider Club of Great Britain*

NEWS LETTER

November 1974

## The President's Address at the First Annual Dinner, Saturday 5th October 1974

When we got together at Husbands Bosworth last year, I could then never have imagined that in such a short time our club would have grown and developed as it has, and that here we are together, just on 50 of us, at this dinner. Our special greetings go to our guests Tom and June Zealley. We can't call Tom a 'Vintage' pilot, but to have survived 10 years as Chairman of the London Gliding Club is no mean feat.

We are particularly pleased to see amongst us our most far away member, Martin Simons from Australia, and also one I think I can properly say is our 'Vintage member' - Doc Slater - who has come to Dunstable by another of his well-known public transport operations. His resourcefulness and energy were again an inspiration to us when he similarly appeared at the Wasserkuppe meeting this summer - he really should write a 'How I got there' for the News Letter.

Lastly I must say that due to illness someone is not here whom it would have been our pleasure to welcome, and that is John Furlong, the husband of our invaluable secretary Frances. We sincerely hope that John will soon be able to be back with us.

We now have members in Britain, Switzerland, Germany, Holland, Italy, New Zealand, the U.S.A., Australia and Denmark. During the period of our existence members have attended, organised and flown in no less than seven meetings, of which two were international.

To all the gliding clubs and organisations whose guests we have been, we would like to say a sincere thank you for having us, for tolerating us and for more than definitely indicating that they are on our side. We are also very glad that so many pilots who were flying before the war have joined our numbers. We would also like to thank the British Gliding Association for giving us so much support. Without this we could do nothing. We are very glad that during our first 15 months of operation none of our old gliders has been broken. Long may this continue so.

What has been so gratifying with this year is the rapidity with which the significance of the Vintage Glider movement has been recognised. In some directions at first we were thought of as odd characters playing around with inferior flying machines that were probably more trouble than they were worth. That, of course, was never the intention and I know that we have amply demonstrated that not only can we, through our membership, properly preserve in tangible form the history of gliding, but we can also show very notable results, and at the same time have a lot of pleasure.

Of course, there are still some odd expressions of our activities, such as Ann Welch's comment in a recent issue of S. & G., "the wholly admirable recycling activities of vintage glider clubs" - this conjures up a vision of bits and pieces of wooden machines going in at one end of a conveyor belt and appearing as spanking new 'hot' ships at the other end - an Aladdin's 'new ships for old' - but this is not quite what we had in mind. The suggestion has also been made, several times and in all seriousness, that we should turn out in costume appropriate to the period of our machines - but what? - the Edwardian or the Victorian styles would be positively modern in some places to-day, and if we went back to the early master of aeronautical design - Leonardo de Vinci - then 15th century Italian clothes would be equally unsuitable, so I think it best to stay as we are.

However, we feel that ~~apart~~ from encouraging notable efforts in Vintage gliding, these should also be recognised each year by a suitable presentation. Later we hope to have plates so that these can be recorded, but for this year, as a start, we are pleased to present two tankards as trophies.

Firstly, for the 'Most Commendable Flight' - that of the Coventry Groups T.21 from Husbands Bosworth to Dunstable, and the earlier flight to Lasham - two of many highly commendable cross countries in what is really a local area training machine. May I ask Louis Frank to come forward on behalf of his group.

Secondly for the 'Most Commendable Effort' in respect of a vintage glider. It was a very difficult choice with so many rebuilding and rehabilitating efforts going on; but we feel that Mike Russell's recovery of the only other Petrel from Ireland should receive this recognition.

If there was a presentation to be made for the most commendable effort on behalf of the Vintage Glider Club, then there is no doubt it must go to our incredibly able and enthusiastic secretary, Frances Furlong. Frances set herself a target for us to reach a membership of 100 in the first year. Well, we have passed that figure and are now 117, but the 100th membership was reserved for Frances. We would ask her to receive this membership card, and with it the Club's first birthday cake from Ken and me.

Our thanks to June Zealley for so kindly making the presentations.

From the Rally Secretary

THE AUTUMN MEETING AT DUNSTABLE (RAIN) DOWNS, Oct. 5 - 7, 1974

Well, you can't win them all! I have fired my eastern weather forecasting oracles; the week before and the week after both good, but our week-end was very unkind.

The hardy stalwarts on Friday morning set to on the rection of our Marquee whilst waiting for the weather to change, but - oh dear - no pole sections, so our symbol of unity with the new VGC banners and flag had to wait until Frances arrived on Saturday morning with the missing items. It is the first time I had seen the marquee up and it will certainly do us credit as a Rally Centre over the coming years, complete with all necessary refreshments in the best British traditions.

Graham Saw with the Rhönbussard was in, also Rodi Morgan (with slipping clutch) and the Grunau, complete with 'oly the cat'; Margaret and John Dickens did not make it until Saturday due to car problems. The spot landing competition and g of height was held over until Saturday.

Saturday dawned a better day, and with increased numbers we all got together for a briefing by John Jeffries, the Dunstable CFI, and Barry Foster, one of the Dunstable Instructing Staff (and a VGC member) on the undulations of flying life thereabouts and the niceties (or otherwise) of the bungey area in particular. The wind was from the West - 10 knots - so the prospects for bungeying were fair, given some increase. Those who wished made the trip round by road up to the top of the Downs to view the bungey area - to be greeted by Chris Wills soaring the Downs in the Kranich - it was no more than 800 ft. all the way on aerotow from Booker due to low cloud base he said. Well, Chris probably did the longest flight period of the week-end - in fact he stayed up until we got back to the field below to make a welcoming party for our President.

The spot landing orange marker strips were laid out to reproduce the bungey area landing dimensions, 100 m touch down to the spot line, counting + points per metre back from the spot line, and 50 m for overrun, counting - points per metre. In practice, if you were beyond the overshoot in the actual bungey landing area, then it would be in with the air brakes and over the brow of the Downs to become airborne again to the bottom.

A good day was spent local soaring, but the wind went round to the South and did not strengthen, so the prospects of bungeying faded away. A most delightful sight was to see John Jeffries' bright red little Scud III - reputed to be the oldest flying glider in U.K. - holding its own with all the larger machines.

We were very pleased to see many visitors, including groups from the Derbyshire Club and the Cambridge Club, as well as the Chairman of the B.G.A. Technical Committee, Roy Tetlow, from Cranfield, with the new Chief Technical Officer, Dick Stratton (we did not blot our copy books). Doc Slater was with us, but unfortunately his proposed flight in the Kranich with Chris Wills had to be postponed.

A full day's flying was brought to a close by the need to make haste to the Dinner at Knebworth Park: the 'reported' results of the spot landing competition were:-

Angus Munro (Weihe)	+ 11 m;	before the spot line
Rodi Morgan (Grunau)	- 7 m;	beyond the spot line
Graham Saw (Rhonbussard)	- 10 miles	(well, he said so)
Francis Russell (Minimoa),	said he didn't try!	

We would have liked to have had more reports, it is always well worth setting up this task and something that everybody can have a try at (when I tried to do it in a Cessna 150 in Malaya - everybody scattered).

Well, the Dinner was distinguished by its late start - a large proportion of the 48 attending had become spread across the county in a kind of 'follow-my-leader' short cut, with the President bringing up the rear. It was appropriately suggested that, for any future such diversionary motor rally, the front leader be equipped with a homing beacon on 130.4 mc and the tail end Charlie with one on 129.5 mc, so that those in between might know whether they are coming, going or just orbiting.

However, as the medieval "Lodge Barn" had been around a long time, a somewhat late start to Dinner was of no great significance. Whilst the proceedings were informal, the President's speech was a valued contribution to the evening and is reported separately for those who were not able to be with us. The evening was rounded off with a film from Ted Hull (the hilarious opening 'walking trailer sequence' must be preserved for the archives), and slides by Francis Russell of the International Vintage Meeting this year at the Wasserkuppe.

Sunday started slowly, the weather not too sure, but we had undoubtedly the largest line up of vintage machines ever seen at the London Club. The problem of how to photograph the whole concours was met by some of the London members taking it in turns to circuit with a tug; Martin Breen had been valiantly working from Friday through Saturday to complete the major 'entry' C. of A. of his MU 13 recently brought over from the Continent, and was able to have it test flown and accepted - a good effort and in fact the only visiting machine to fly on Sunday before the warning of a storm front with barely enough time for quick 'all together' de-rigging before the deluge arrived - and it didn't stop raining until Monday afternoon.

The film show 'Early Days at Dunstable' by Dudley Hiscox, the oldest London Club member, and still flying, was brought forward as a matinee performance, and never has the Dining Room been so crowded; a most interesting afternoon. Thank you, Dudley and also for your entertaining commentary.

The forecast on Monday was bad, evidenced by steady rain, and after a morning devoted mostly to motor and other running repairs in the hangar, those of us who remained spent the afternoon at the RAF Museum at Hendon - not all vintage, but very well presented and well worth a full day's visit (refreshment buffet available).

So we came to the end of our Club's first full year. What have we learnt? Firstly that we serve a real purpose and are receiving growing recognition, and secondly that the unpredictability of the weather, both here and overseas, is one of life's biggest torments. As for next year, we are busy working ahead and would welcome your suggestions, comments and any criticisms; the columns are open to all members, please let us have your articles.

Lastly, many thanks to the VGC and London Club members who helped to clear and improve the bungee area over the preceding week-end, and especially to IGC Chairman Tom Zealley for driving the tractor mowing and bush dragging for two full days, and also many thanks to the London Club as a whole for welcoming us to Dunstable!

KEN CRACK

List of Aircraft at the 1974 Autumn Rally, Dunstable, BedsRallying

BGA 513 Olympia (Jacobs Ladder) - John and Margaret Dickens  
 418 Petrel - Mike Russell - Cambridge  
 578 Grunau 2B - Rodi Morgan - Tangmere  
 1081 T.21 - Lou Frank & Co. - Coventry  
 337 Rhonbussard - Graham Saw - Thames Valley  
 1092 Kranich - Chris Wills - Surrey & Hants  
 1937 MU 13 - Martin Breen - Thames Valley

Visitors

BGA 815 Prefect - Peter Martin - Twinwoods, Beds.  
 1409 Grunau (Eon) - Peter Allen - Cranfield

London Club

BGA 1639 Minimoa - Francis Russell (and Chris Wills)  
 448 Weihe - Angus Munro and Graham Smith  
 Tutor - Mike Hodgson  
 391 Kite 1 - Ted Hull and Martin Simons  
 1289 Grunau 2B - Barry Foster  
 Scud - John Jeffries

NEWS FROM A B R O A DSWITZERLAND

Willi Schwarzenbach writes that he will try to find out about the vintage sailplanes mentioned in our last News Letter as existing in Switzerland, but not on the Swiss Register. He says that as they are not on the current Swiss Register, it means that they have not flown for 2 - 4 years, but they may still be in reasonable condition. He feels that the vintage movement in Switzerland is making slow but sure progress. The oldest sailplane in Switzerland, a 1934 built Grunau Baby, HB-120, has flown again this year. Also the Moswey 2A, 1940 built, HB-257, mentioned in our last News Letter, has come alive again this year. This means that 2 examples of the Moswey 2, the prototype of which flew in the 1937 International Meeting on the Wasserkuppe, are now airworthy in Switzerland. As mentioned in our News Letter, the other machine's registration is HB-309.

Another pilot intends to overhaul his 1937 built S.19, a 17 m span, strutted Spalinger version, to fly next year.

FRANCE

News has been received from Angers that the last German-built Weihe in France is to be given to a museum. In any case it cannot be allowed to fly again 'because of very fragile glue'. Efforts had been made by a Dunstable syndicate to purchase this machine. Also at Angers are a number of Nord 2000 Olympia Meises. These are some of a 100 built in 1947 by S.N.C.A.N. Many of them are still airworthy in France and many have their original canopies. Because of this, they may be the nearest examples to the original 1939 German Meise that still exist. Some of those at Angers may be wrecks while others may be in quite good condition.

CZECHOSLOVAKIA

Details of the contents of the Aviation Museum at Kbely Airfield, Prague, have now been published by 'Aviation Enthusiast'. Among a very fine collection of aeroplanes are a number of sailplanes. These sailplanes were built after 1945, except for the Sedy Vlk (Grey Wolf) which was recovered recently from the attic of a farmhouse where it had been stored. This glider was built shortly after 1930 and was later motorised. Other pre-war designs are an S.G.38 and a Grunau Baby 2B. Post-war sailplanes are represented by a Krajanek, Lunak, Blanik, LG 30 Knotr and others. The Kmotr resembles the German Goevier, but has a different wing. After the war, a 108-74, OK-8232, exactly the same as the Rheinland was flying in Czechoslovakia. This machine was seen and flown by a British party, which included Charles Wingfield, which visited Czechoslovakia in 1947.

A Minimoa, OK-2197, Kranichs (Czech Jerab) and Weihe (Czech Vazka) were all in service in Czechoslovakia after 1945. Do these machines still exist?

## RUSSIA

### Old style ab initio training on primary gliders again?

Authorization has been given by the Central Committee of DOSAAF (the Organisation that controls all branches of sporting aviation) for the formation of Youth Gliding Clubs. These will be open to boys and girls, over the age of 16 years who have been passed medically fit. Flying will be on BRO 11 primary gliders - this is a small all-metal and fabric primary glider which was probably designed some time ago. It is hoped, in fine weather, to achieve 150 winch launches a day with each PLM 6 winch. These Clubs are to provide a sporting technical training for masses of youth. It might also provide training for the Soviet Army. Each course is to last 3 months. It was hinted that it might only be possible to proceed with these courses during school holidays.

## UNITED STATES OF AMERICA

No news has yet been received of the Vintage Meeting held during August at Harris Hill. However from the August edition of Soaring (via the 1974 Sailplane Directory) comes the news of a large number of vintage sailplanes still flying in the USA.

William Juadis, of Racine, Wisconsin, hopes to get his Slingsby Kite 1 flying again, after he has restored a Detroit Gull primary. The only Slingsby Gull in the USA was built from plans by Herman Kursawe in 1946. The machine has a jettisonable take-off dolly (abwerfare Rader) and holds the New York State Senior Goal Flight Record of 210 miles. The machine is currently airworthy and should have taken part in the August Oldtimer Rally at Elmira.

Old German machines include a Goppingen 1 Wolf, a Minimoa and about 5 Weihes, about 2 Olympias and 1 Grunau Baby. The Wolf was built in 1945 by a vocational school in Champaign, Illinois, registered N-22431: it is now owned by Jan Scott of Lovettsville, Va. The Wolf is painted in pre-1945 colours and has been recently restored to airworthy condition.

The Minimoa, N-2664B, was the last one built in 1939 for Wolf Hirth's personal use. Its owner, Harold F. Palmer, is at present rebuilding and recovering the machine. It should by now have flown again at Ephrata, Washington. Another Minimoa, N-16923 was donated to the National Soaring Museum by the Rev. Carl Groom of Tucson, Arizona. Weihes, some of which were built by Focke Wolf after 1951, some during the war. Dick Johnson won the 1959 US National Championships with one of these machines.

Meise Olympias. One was built from plans and finished after 10 years of work by Ray Lunger in 1956, registered N-4943V: now owned by young Taras Kiceniuk of Southern California. He is one of 'the heavy hitters in the rapidly emerging ultra-light field'. The machine is at present white, but it is intended to paint it buff and replace its poor bubble canopy with a built-up canopy. Another Meise, registered N-2501 was imported from Canada in 1965. 'It had been originally built in Sweden in 1938', but this latter information cannot be true as Meise were not built until 1939. It is probably one of those exported to Sweden from Germany in 1943. 650 Meises were built by the firm of Schmetz in 1943 (die berühmtesten Segelflugzeuge - Georg Brutting). I have reliable information that no Meises were built in Sweden: they were all imported from Germany.

Stephen Bowen, who lives now in Evansville, Indiana, worked from 1965 to 1968 to construct a new fuselage using fibreglass re-inforced plastic / balsa sandwich. The machine was superb in weak conditions and has made many 200 mile distance flights. This Meise was sold in 1971. Its present owner is unknown.

The only Grunau 2B is owned by George Graff, who will be returning to Southern California. It was built by E. Schneider and bears the serial number 031014.

THE ONLY PRE-WAR POLISH SAILPLANE THAT IS STILL FLYING, the Orlik 2, designed by A. Kocjan (killed Warsaw 1939). The structure of this machine is still in excellent condition but the fabric will soon have to be renewed. The fabric is 17 years' old. The Orlik is now owned by John Serafin of Phoenix, who hopes to go 'diamond hunting' in it. This machine won the 1948 and 1949 US National

6

~~Contests and also broke a World Height Record (over 9,000 ms), flown by Paul Macready. As the Height Record was improved during the next day, the Orlik's record was not recognised. This Orlik was a 1938 design and is not the Orlik 3 (Olympic Orlik).~~

AMERICAN TYPES, STILL ACTIVE ARE: one 1937 Schweizer SGU 1-7. This is a scaled down 2-22. Only two were built. Schweizer SGS 2-8 (1938) (known as TG2 in the Army and LNS-1 in the Navy). 57 were built, approximately 20 still active. On one of these machines, Dick Johnson set up a National Two-Seater Distance Record of 309.7 miles in 1946. This record stood for 20 years. Schweizer SGS 2-12 TG 3A - 114 were built from 1942, approx. 40 still active. Schweizer SGU 1-19 - 50 were built from 1944, approx. 20 are still active. Schweizer SGU 1-20 - this is an extended span version of the SGU 1-19. Two were built in 1946, one or both may still be active. Schweizer SGS 1-21 - 2 examples of this very good single seater were built in 1947. One of them won the National Contest that year. They were too expensive to warrant continued production: one or both still active. Bowlus Baby Albatross - over 100 kits were sold from 1938, approx. 15 still active. Bowlus Super Albatross - 2 built in 1942: both active. They are owned by Frank Kelsey and Herman Stiglemeier of Inglewood, California. One still in original condition. Brieglib BG 6: 9 were built and 67 kits sold from 1939, approx. 2 still active. Brieglib BG 7: Tapered wings were added to the BG 6. 3 were built and 20 kits sold from 1940, approx. 2 still active. Corcoran TG-1A Cinema 2 - a training 2-seater developed in 1940: 62 built, approx. 3 still active. Franklin PS 2 Utility, designed during the early 1930s, 2 may still be active.

Pratt Read PR-G1 (Navy designation LNE-1), another wartime 2-seater: 75 built, 25 may still be active. Since 1952 it has held the Absolute Altitude World Record for 2-Seaters of 44,255 ft. and the World 2-Seater Gain of Height National Record of 34,326 ft. Both were achieved by Larry Edgar.

Prue 160. One was built in 1945. The forward fuselage is made from a P.38 Lockheed Lightning drop tank. The machine is thought still to exist.

Ross RS-1 Zanonia - 1 built in 1937 and still exists. Winner of 1940, 1941 and 1946 US National Contests. Place 3rd in 1947 and 2nd in 1948. Holder of US National Distance Records of 290 miles in 1940 and 325 miles in 1947 and World Altitude Record 33,500 ft. in 1949. This very famous sailplane is at present owned by our member Dean McMillian of Las Vegas, who also owns a Baby Bowlus. It is at present being offered for sale at 4,000 dollars so that it can be got into the National Soaring Museum at Harris Hill.

RH 3. After the RS 1, Harland Ross was commissioned to design the R-2 Ibis. This machine was quite similar to the RS-1 but had a slightly increased span of 48 ft. and an all-moving tailplane. This sailplane made the first wave flight in the US during 1938. It was very badly damaged in 1940 and has been re-built with a laminar flow profile wing. It no longer has a gull wing, but has still its original fuselage. The H stands for its present owner, Mervin Hicks, of Aurora Colorado, who re-built the wing. The RJ 5, the 535 miles World Distance Record breaker of 1951 still exists as the RJK-5. It won the 1950, 1951, 1952 and 1954 National Contests and was 2nd in the 1960 US Nationals. The wooden fuselage and tail were damaged and so a new metal fuselage and tailplane were designed for it by Adran Kisovec. Because of this the machine is now known as the RJK-5. With it, B. Carris was 2nd in the 1963 National Contests. The machine has also set up numerous US National Records.

## GERMANY

Michael Schlotterbeck was able to fly for the first time in a Grunau 2B during the Backnang Oldtimer Meeting. He so enjoyed his flight that he is now restoring his own Grunau 2B to original form with more enthusiasm. He hopes to bring it to the International Vintage Glider Meet provisionally planned for Switzerland next year.

The 2 1956 MÜ 13Ds in Germany have now been sold to other owners in Germany.

Of the gliders which were damaged at the Wasserkuppe this year, the German Minimoa was quickly repaired, the Swiss Spyr 4 is still being repaired, and no news has been received about their Meise.

DENMARK

Mrs. Signe Skaf Møller has not been well. However, she hopes to be able to work on her MÜ 13D at home during the winter. She is very attached to her machine and does not wish to sell it. This is the only genuine pre-war, square fuselage MÜ 13D that we know about. It is rumoured that it was built further east, perhaps in one of the Baltic States. However, it found itself in Denmark in 1945 and was, for some time afterwards, the most high performance sailplane in Denmark.

CORRECTIONS TO THE LAST NEWS LETTER

Klaus Heyn of the Goppingen Collection points out that he is building a replica of Ferdinand Schulz's World Duration breaking FS 3 Broomstick (Bessenstiel). The fuselage and tail surface are now complete but he still has to finish the wings. The original glider had been condemned as unsafe to fly by the Wasserkuppe Technical Committee. Insufficient experience had been gained with the machine's revolutionary control surfaces. On the 18 May 1924, Ferdinand took off at 7 a.m. without breakfast, gloves or extra clothing, in terrible cold and flew for 8 hours 42 minutes over the East Prussian sand dunes on the Baltic Coast. This performance, a World Duration Record, made a tremendous impression at the time and his original Bessenstiel is now in a place of honour at the Deutsches Museum, Munich. Apparently, the German Civil Air Authority at Brunswick has now given permission for hang-gliding to be carried out at owners' risk. Klaus Heyn is considering trying to fly his replica.

The Kranich 1 final position in the Lasham Regional Contest of 1972 was 16th out of 26. It had been in 10th place before its accident and the loss of 2 days' points caused the drop of 6 places.

NEWS FROM BRITAIN

A visit to RAF St. Athan in South Wales, has revealed the existence of another Kranich, making it the 5th Kranich that we know about in Britain. This machine is a 1944 Swedish-built Mark 1, BGA 907 ex SE-SPT and FV 8214 of the Royal Swedish Air Force. This Kranich was last flown by a German pilot in Wales, probably during 1967 without a C. of A. The aircraft has now been taken to RAF Locking, Weston-Super-Mare by a Corporal Boyle of the Glider Servicing Section. The machine did not seem to be in a hopelessly bad condition. All components were there including a 4-piece canopy. One wing tip was damaged and fittings were corroded. At RAF Locking are very comprehensive aircraft servicing facilities, so one feels that the Kranich will have a chance there.

The 1935 Scud III which has been resorted by Mike Garnett at Nympsfield is believed to be almost ready to fly.

For many years, some of us have wondered whether we would ever see an MÜ 13D again. The MÜ 13A which belonged to the Royal Navy was destroyed during 1957 and we were left with only the memory of a wonderful machine, which was so much part of British gliding during the 10 year period after 1945.

Now an MÜ 13D has come back to England and is owned by Martin Breen of Wycombe Air Park. It was brought to England by its owner, Rainer Karch from Munich. He is the son of Ludwig Karch, the alpine glider pilot who flew the MÜ 10 'Milan' 2-seater, the fore-runner of the MÜ 13, both before and after the war. Also in a whirlwind of speed, a trailer has now been built for the MÜ 13D. This machine was built in 1943 and is obviously an improved and developed example of the type.

The 108-74 Rheinland now has a trailer. Its owner David Jones decided not to bring it to Dunstable at the last minute because of the bad weather.

Flt. Lt. Meddings said recently that he saw a King Kite at Dettling in 1950. This was Britain's most advanced, and almost its best, sailplane before the war: one wonders whether any part of this sailplane could still exist. It was withdrawn from general use in 1952 due to glue failure (British Gliders & Sailplanes by Norman Ellison).

VINTAGE FILM SHOW

On Sunday, 3rd November, Karl Vey, the Official Archivist of the German Aero Club presented an evening of vintage films at the invitation of the VGC, at Dunstable. Among the films were unique 16 mm German gliding films which Karl had had copied and renewed at his own expense.

An enthralled, packed audience saw films of the Wasserkuppe 1923/24 and of Wolf Hirth's life, including expeditions to Japan and South America, the construction and testing of the Moazagotl and the very start of gliding in America, when Wolf Hirth flew the Musterle over New York. Colour film was also shown of the 1948 World Gliding Championships in Switzerland. Everyone has asked us to thank Karl for bringing the heavy films from Germany especially for this showing. The gratitude and appreciation of the audience resulted in a Sunday Collection of £8.25 for the Club: our thanks to donors and to the London Gliding Club for having us. Their members, young and old, watched with as much interest as our own members.

F O R S A L E O R W A N T E D

1946/47 SHORT NIMBUS 2-seater at RAF Bicester. Contact Peter Fletcher, 34 Warner Road, London N8 7HD

GRUNAU 2B SPECIAL SOARING MODEL Major and re-cover in 1973, aerolite glued. Finished in silver and cream. Full airbrakes and enclosed canopy. Semi-aerobatic and cloud flyable. Sold with C. of A. and insurance to October 1975. Several Silver Legs. Average flight per launch in 1974 was two hours. Fitted nose and belly hooks.

Contact Derek Murray, 8 Elm Street, Peterborough  
Telephone (Work) Stamford 782386 £660 o.n.o.

TRAILER, any condition, suitable for TUTOR REQUIRED

Contact Bruce Gibbs, 7 Uplands Road,  
East Barnet, Herts EN4 8NY

ACCOUNTS for 1973/74

The books for 1973/74 to 31st May 1974 have now been audited by Frank Hewlett, IPFA, retired Borough Treasurer of Woolwich and the Revenue Account and Balance sheet are enclosed. These show a healthy position, due to the great generosity of members, strict economy in the Club's running expenses and small amounts which were earned by the Club in one way or another.

With the present rate of inflation, we have looked into the question of stocking up for the future and this has been done in all possible ways, hence the small balance.

One particularly striking happening in 1973 was that every single member who offered support for the Marquee whether by gift or loan was as good as his (or her) word and the contributions came in without further request. I am particularly grateful for this support since I had already gone ahead with the order!

After the Doncaster Supper in August 1973 I felt rather out of pocket, but could think of no expenses that I had not entered. When Frank audited the books he gave way to a roar of laughter as he pointed out that whilst I had entered my expenses for food, disbursements, etc. I had not actually had the money since I had paid in all the receipts - hence the cheque to me of £18.40. It was a nice surprise, but how stupid can one get.

Suggestions have been made that the renewal fee should be increased from £1 possibly to £2, but having looked at the figures we would rather remember that our fees come on top of most members' ordinary Club and flying expenses, and keep it at £1. This more than covers the cost of the News Letters, and those who attend Rallies contribute extra by way of Rally fees, bungee fees, purchasing suppers when we organise them, and refreshments in the Marquee. We also appreciate the generous donations to General Funds of those who can afford a bit more.

It seems to me that my first Vintage gliding year has contained more of everything but gliders: scrubbing 120 potatoes for baking at Doncaster, being the idiot who forgot the Marquee poles for Dunstable, receiving friendly letters from Albert in Holland, Michael in Germany and Ray in Australia - no-one uses surnames and I hope we can keep it that way, collecting a sopping wet Marquee and getting it bit by bit through the airing cupboard before winter storage, a dining table that's only seen on Sunday mornings when it's cleared of VGC office for family dinner, being given a gratefully received, but perfectly hideous two-drawer dark green filing cabinet of great age, and loving every minute of it.